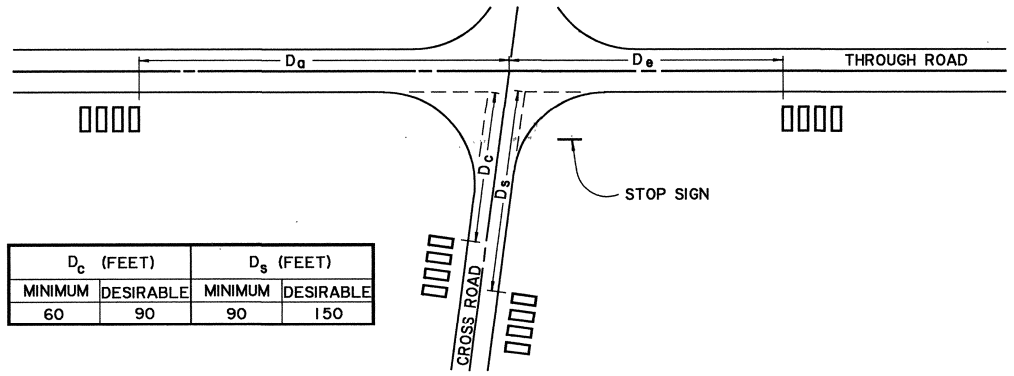
	STATE PROJECT	PARISH	SHEET NO.



D_c (FEET)		D_s (FEET)	
MINIMUM	DESIRABLE	MINIMUM	DESIRABLE
60	90	90	150

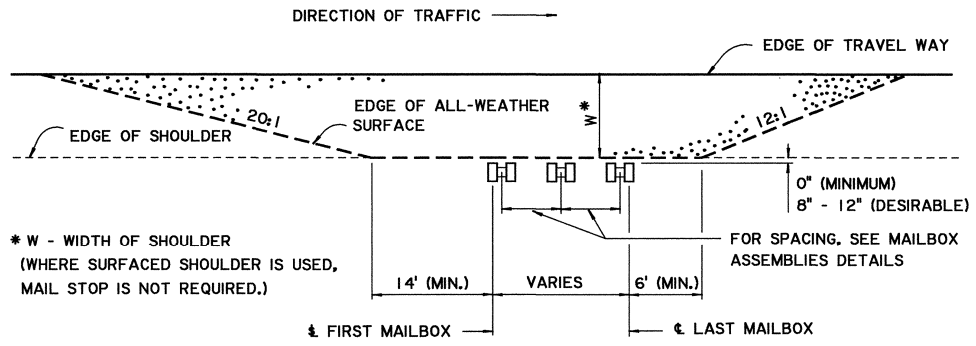
THROUGH ROAD SPEED (M.P.H.)	D_a (FEET)		D_e (FEET)		
	$n\ V_c\ V_m \leq 4000$	$n\ V_c\ V_m > 4000$	$\frac{V_c}{1.5n-.5} \leq 50$	$50 < \frac{V_c}{1.5n-.5} \leq 400$	$\frac{V_c}{1.5n-.5} > 400$
40	70	200	70	100	100
≥ 55	70	300	150	150	200

V_c = AVERAGE DAILY TRAFFIC ON CROSS ROAD (VEHICLES PER DAY)

V_m = AVERAGE DAILY TRAFFIC ON THROUGH ROAD (VEHICLES PER DAY)

n = NUMBER OF MAILBOXES AT MAIL STOP

MINIMUM CLEARANCES TO NEAREST MAILBOX IN MAIL STOPS AT INTERSECTIONS



DETAIL OF MAIL STOP LAYOUT

NOTES:

NO MAILBOX WILL BE PERMITTED WHERE ACCESS IS OBTAINED FROM THE LANES OF A FREEWAY OR WHERE ACCESS IS OTHERWISE PROHIBITED BY LAW OR REGULATION.

MAILBOXES SHALL BE LOCATED ON THE RIGHT-HAND SIDE OF THE ROADWAY IN THE DIRECTION OF DELIVERY ROUTE EXCEPT ON ONE-WAY STREETS WHERE THEY MAY BE PLACED ON THE LEFT-HAND SIDE. THE BOTTOM OF THE BOX SHALL BE SET AT AN ELEVATION (H) ESTABLISHED BY THE U.S. POSTAL SERVICE, USUALLY BETWEEN 3'6" AND 4'0" ABOVE THE ROADWAY SURFACE. THE ROADSIDE FACE OF THE BOX SHALL BE OFFSET FROM THE EDGE OF THE TRAVELED WAY.

WHERE A MAILBOX IS LOCATED AT A DRIVEWAY ENTRANCE, IT SHALL BE PLACED ON THE FAR SIDE OF THE DRIVEWAY IN THE DIRECTION OF THE DELIVERY ROUTE. FOR LOCATION OF MAILBOXES AT AN INTERSECTING ROADWAY, SEE DETAIL AT LEFT.

MAILBOXES SHALL BE OF LIGHT SHEET METAL OR PLASTIC CONSTRUCTION CONFORMING TO THE REQUIREMENTS OF THE U.S. POSTAL SERVICE. NEWSPAPER DELIVERY BOXES SHALL BE OF LIGHT SHEET METAL OR PLASTIC CONSTRUCTION OF MINIMUM DIMENSIONS SUITABLE FOR HOLDING A NEWSPAPER.

NO MORE THAN TWO MAILBOXES MAY BE MOUNTED ON A SUPPORT STRUCTURE UNLESS THE SUPPORT STRUCTURE AND MAILBOX ARRANGEMENT HAVE BEEN SHOWN TO BE SAFE BY CRASH TESTING. HOWEVER, LIGHTWEIGHT NEWPAPER BOXES MAY BE MOUNTED BELOW THE MAILBOX ON THE SIDE OF THE MAILBOX SUPPORT.

MAILBOX SUPPORTS SHALL NOT BE SET IN CONCRETE UNLESS THE SUPPORT DESIGN HAS BEEN SHOWN TO BE SAFE BY CRASH TESTS WHEN SO INSTALLED.

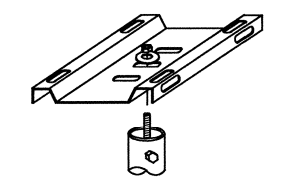
POSTS STRONG ENOUGH TO SUPPORT THE BOX, BUT CAPABLE OF BENDING WHEN STRUCK BY A VEHICLE, ARE REQUIRED. MAXIMUM STRENGTH POSTS ARE EITHER A METAL POST WITH A STRENGTH NO GREATER THAN A 2" DIAMETER STANDARD STRENGTH STEEL PIPE OR A 2#/FT FLANGED CHANNEL. BOTH ARE ACCEPTABLE MAILBOX SUPPORTS WHEN EMBEDDED NO MORE THAN 24" INTO THE GROUND. A METAL POST SHALL NOT BE FITTED WITH AN ANCHOR PLATE, BUT MAY HAVE AN ANTI-TWIST DEVICE THAT EXTENDS NO MORE THAN 10" BELOW THE GROUND SURFACE.

THE POST-TO-BOX ATTACHMENT SHALL BE OF SUFFICIENT STRENGTH TO PREVENT THE BOX FROM SEPARATING FROM THE POST TOP IF THE INSTALLATION IS STRUCK BY A VEHICLE.

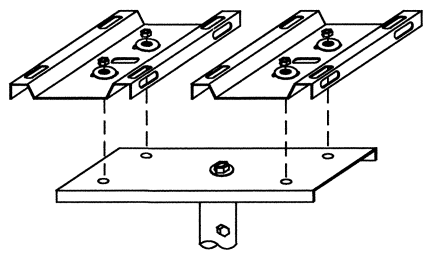
THE MINIMUM SPACING BETWEEN THE CENTERS OF SUPPORT POSTS SHALL BE THREE-FOURTHS THE HEIGHT OF THE POSTS ABOVE THE GROUNDLINE.

MAILBOX SUPPORT DESIGNS NOT DETAILED WILL BE ACCEPTABLE IF CRASH TESTED AND IF APPROVED BY THE CHIEF ENGINEER.

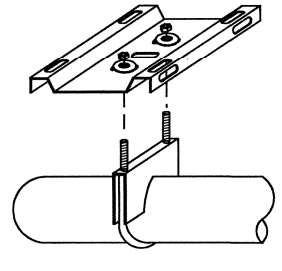
FOR POST-TO-BOX ATTACHMENT DETAILS, SEE SHEET 2 OF 2.



SINGLE MAILBOX MOUNT

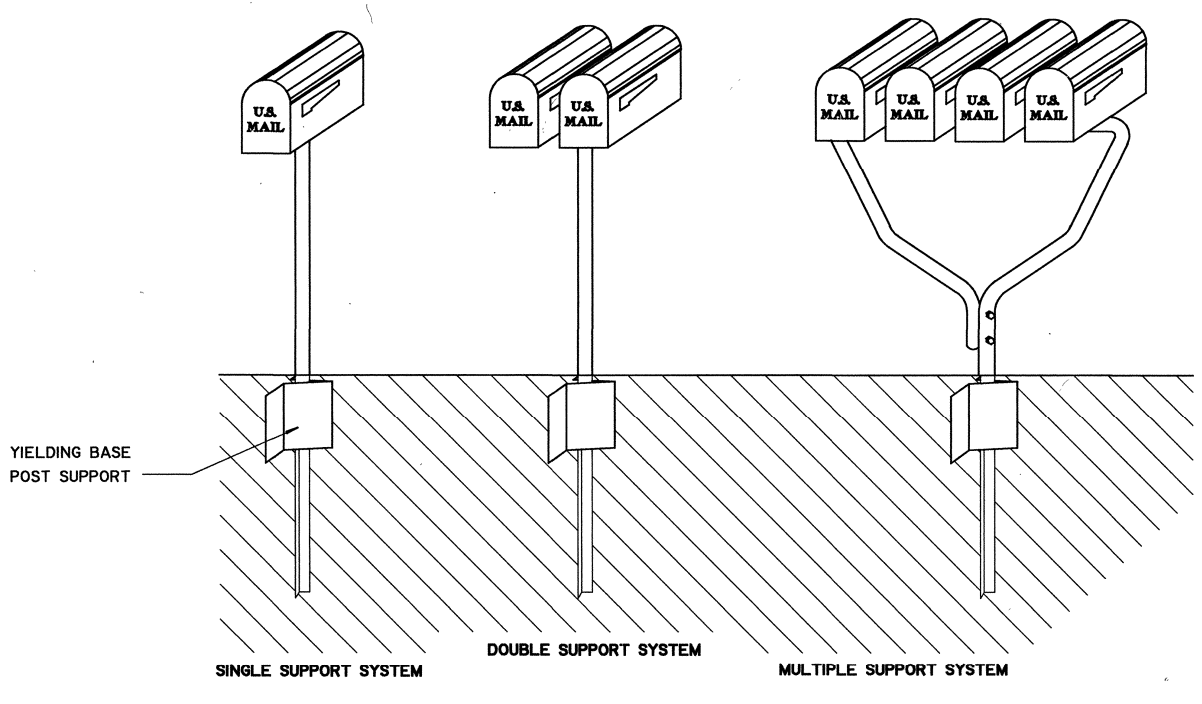


DOUBLE MAILBOX MOUNT



MULTIPLE MAILBOX MOUNT

SINGLE AND MULTIPLE MAILBOX MOUNTS SERIES C



SINGLE AND MULTIPLE MAILBOX INSTALLATIONS ⊗ SERIES C

⊗ NOTE: SUPPORT FRAME AND FOUNDATION ARE PROPRIETORY PRODUCTS AND HAVE BEEN CRASH TESTED.

DATE	DESCRIPTION	BY	APPROVED

REVISIONS

STANDARD PLAN NO. MB-01 | SHEET 1 OF 2

MAILBOX INSTALLATION DETAILS

DATED

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DESIGNED	DETAILED N.Seal	CADD 2412 - D2499
CHECKED	CHECKED W. Hickey	FILE MB-01
APPROVED BY CHIEF ENGINEER: Original Signed by Chief Engineer	DATE:	